

SAILING DIRECTIONS CORRECTIONS

PUB 123 8 Ed 2001 LAST NM 25/03

Page 6—Lines 5 to 9/R; read:

Jacqueville (5°12'N., 4°23'W.) (World Port Index No. 45980), situated 37 miles E of Grand-Lahou, can be identified by a group of white houses, two water towers, and a church. The entire length of the village is fronted by palms.

Espoir Terminal (5°03'N., 4°27'W.) comprises a platform and a nearby floating production and storage unit (FPSO) linked to the coast by an oil pipeline and a gas pipeline oriented on a bearing of 328°.

Pilotage is compulsory. The pilot will advise the boarding position after VHF contact has been established with the terminal. The pilot can be contacted on VHF channel 14. The FPSO control room can be contacted on VHF channels 16 and 69.

Vessels should send their initial ETA to the CNR Offshore Representative on departure from the previous port (or immediately on departure if the port is less than 72 hours from the terminal), as well as 72 hours, 48 hours, and 24 hours prior to arrival.

The first message should contain the following:

1. Vessel's name, call sign, and INMARSAT numbers.
2. Cargo requirements.
3. Maximum loading rate.
4. Arrival draft fore and aft.
5. Last port of call.
6. Confirmation of clean bill of health.
7. Any sickness onboard.
8. Distance (in meters) from the bow to the loading manifold.
9. LOA.
10. A statement to the effect that vessel can perform closed loading.
11. Confirmation that vessel is equipped with a bow stopper able to receive 76mm chain.
12. Local agent's name and details.

The CNR Offshore Representative must be notified should the vessel's ETA change, as follows:

1. By 6 or more hours following the 72-hour and 48-hour notice.
2. By 1 hour or more following the 24-hour notice.

Berthing is available 0600 to 1500. Vessels arriving after 1500 will be berthed the following day. Unberthing is available 24 hours.

A standby anchorage zone for tankers is centered at a distance of 4 miles to the ENE of the tanker. A restricted area, which may best be seen on the chart, lies centered 8 miles S of Grande Jack and surrounds an abandoned oil field. Due to the existence of underwater obstructions, anchoring and fishing are prohibited within this area.

(BA NM 10/03)

27/03

Page 7—Lines 4 to 8/R; read:

Pilotage.—Pilotage is compulsory for vessels of more than 150 grt and is available 24 hours. Pilots can be contacted by VHF and generally board about 0.8 mile SSW of Lighted Buoy AN.

Vessels send their ETA and draft 24 hours, 6 hours, and 1 hour in advance.

(Fr NM 14/03)

27/03

Page 31—Lines 12 to 26/L; read:

3.12 Qua Iboe Offshore Terminal (4°14'N., 8°02'E.) lies 19 miles S of the entrance to the Kwa Ibo River. It consists of an operations platform, equipped with a racon, and three SPMs which are moored 1.2 miles SE, 1 mile SSE, and 3.4 miles SE of it. The terminal lies in depths of 25.9 to 27.4m and can handle vessels of up to 312,000 dwt and 22m draft.

Pilotage is compulsory and is available 24 hours.

Vessels should send an ETA 72 hours, 48 hours, 24 hours, and 6 hours prior to arrival at the anchorage area. Qua Iboe Control should be called on VHF channels 16 and 67.

The pilot requires the following information:

1. ETA at the pilot station.
2. Time of notice of readiness.
3. Boarding arrangement for officials.
4. Propeller immersion.
5. Portside derrick or crane to be ready for cargo gear basket.
6. Any defects.

When communication has been established with Qua Iboe Control on VHF channels 16 and 67, the vessel must provide the following information to the Berth Operations Platform (BOP):

1. Vessel's name and call sign.
2. ETA at Qua Iboe Terminal.
3. Last port of call.
4. Cargo requirements.
5. All tankers enroute to the SPMs must switch on their radar to identify the Racon (K) signal on the BOP as an aid to navigation.

The pilot boards in the following positions:

- (a) 2.5 miles SW of the BOP (4°14.3'N., 8°02.4'E.).
- (b) Qua Iboe anchorage area (4°06.5'N., 8°10.5'E.).

(BA NM 19/03)

27/03

Page 63—Line 52/L; insert after:

Kizomba A Oil Field (6°19.6'S., 11°03.3'E.), lying about 73 miles W of Ponta da Moita Seca, was under development in 2003. It has a 4 mile square restricted area around it. Mariners should give this area a wide berth.

(BA NM 12/03)

27/03

PUB 123 (Continued)

Page 67—Line 4/R; insert after:

Caution.—An artificial reef, with its center at position 6°38.7'S, 12°07.7'E, lies 23 miles W of the Rio Lombo. The reef is rectangular in shape, 5 miles by 2.5 miles.

(BA NM 12/03) 27/03

Page 68—Line 54/L; insert after:

Girassol Oil Field (7°39'S., 11°49'E.), an FPSO and a nearby SBM, are about 85 miles W of Baia do Ambriz. A restricted area around the FPSO, with a radius of 7 miles, contains a waiting area for tankers.

Vessels not involved with this installation should give it a wide berth.

(BA NM 12/03) 27/03

Page 69—Lines 2 to 3/L; read:
in the form of a pillar.

The mouth of the Rio Sembo (Rio Quicembo) lies 8.7 miles

(NIMA) 27/03

PUB 124 8 Ed 2001 LAST NM 25/03

Page 107—Lines 56 to 59/R; read:

5.11 Puerto de Punta del Este (34°58'S., 54°57'W.) is a seaside resort harbor with hotels and beaches on the NW side of Punta del Este. The port is approached through Bahia de Maldoro. Pilots board 1.5 miles WSW of Isla Gorriti. The port is protected by a 0.25 mile long breakwater on its W side, consisting of a wooden pier with a concrete head, which has depths of 4m alongside. Depths decrease rapidly on the W side of the pier.

There are quays for small craft on both sides of the root of the pier and several mooring buoys for small craft in the harbor. The customs house, a large stone building, stands at the root of the pier.

The port is reported to be marked by a light at the head of the breakwater. There is a lifesaving station at the port.

Punta del Este light has been reported to be hard to identify against the shore lights.

(BA NM 8/03) 27/03

Page 108—Lines 1 to 8/L; strike out.

(NIMA) 27/03

PUB 126 6 Ed 2002 LAST NM 26/03

Page 166—Lines 27 to 41/R; read:

Craig Cove (16°15'S., 167°55'E.) lies about 0.8 mile N of Craig Point. The cove affords anchorage in depths of 33 to 46m. There is a fringing reef around the shores of the cove. A bank, with a depth of 29m, lies about 0.5 mile WNW of George Point, the SE point of the cove. Dip Point, also known as Ranwakon Point, forms the W extremity of Ambrym Island, and lies about 0.5 mile NNW of Craig Cove. Lamb Point, nearly 1.3 miles N of Dip Point, is a low point formed by volcanic ash. The coast in this vicinity is fringed by shoals.

Anchorage.—At 1.3 miles E of Lamb Point there is an indentation in the shore, in back of which there is a lagoon

with no opening to the sea. During the Southeast Trades, temporary anchorage can be taken in the indentation off the lagoon, in a depth of 37m, poor holding volcanic sand. This berth is known as Dip Point Anchorage. Soundings increase rapidly towards offshore. Depths of 80m are observed at a distance of 120m from the coast.

(France NM 3/03) 27/03

Page 166—Lines 42 to 51/R; read:

6.29 Ranon Anchorage (16°08'S., 168°07'E.) lies on the W side of the massive N projection of Ambrym Island, about 11 miles ENE of Dip Point Anchorage. There are a number of houses with red roofs which are conspicuous from seaward off the anchorage. Two beacons on the shore, in line bearing 139°, lead to the anchorage; these beacons were not spotted in 2002. A vessel can anchor, in 26 to 29m, about 0.2 mile offshore, with a conspicuous red boathouse close S of the range beacons bearing 146°, and the S end of the black cliffs bearing 072.5°. Vessels are recommended to use two anchors. A light stands on a point 0.5 mile S of the anchorage.

(France NM 03/03) 27/03

Page 277—Lines 1 to 6/L; read:

Aspect.—Orote Point (Udal Point) (13°27'N., 144°37'E.) is a sharp bluff, 65m high, that lies at the W end of the Orote Peninsula, a narrow tongue of land projecting NW from the shore of Guam. Due to heavy undergrowth, the light on Orote Point is difficult to distinguish from the S even when close at hand. Orote Island lies close off the N side of the point.

(BA NM 5/03) 27/03

Page 278—Lines 1 to 9/L; read:

Speed is limited to not more than 12 knots in Outer Harbor and not more than 5 knots in Inner Harbor, except in emergency situations

Vessels over 15m in length shall advise the Marine Traffic Controller on VHF channel 13 of all intended movements into, within, or out of the harbor, stating the destination and departure time.

Signals.—U.S. Coast Guard Communications Center, Guam is a full-service communications station manned 24 hours. The station's call sign is NRV.

The Harbormaster's Control Tower is manned 24 hours and may be contacted on VHF channel 13. The harbormaster's call sign is WRV-574.

(BA NM 5/03) 27/03

PUB 163 8 Ed 2002 LAST NM 26/03

Page 115—Line 49/R; insert after:

Caution.—An incident of piracy occurred at this anchorage in 2003. Vessels are urged to take precautions when passing the above-mentioned area.

(15(108)03 Jakarta) 27/03

PUB 163 (Continued)

Page 240—Lines 42 to 49/L; read:

Anchorage.—Anchorage can be taken in the middle of the roadstead off the town, in depths of 11 to 21.9m. A number of mooring buoys and hauling off buoys are situated near the piers.

Vessels awaiting a pilot can anchor about 2 miles SE of the swept channel entrance.

Anchorage is prohibited in the vicinity of the submarine pipeline which extends from the shore close N of Pier 8 to the opposite shore. Numerous incidents of piracy and robbery continue to be reported (2003) at Balikpapan Anchorage and on the adjacent waters. Mariners should take appropriate precautions while at anchor awaiting a berth and when transiting the above mentioned area.

(12(87)03 Jakarta)

27/03

Page 325—Lines 27 to 43/L; read:

Tanjong Nosong to Kota Kinabalu

11.79 Pulau Tiga (5°44'N., 115°39'E.), 101m high, lies about 5.3 miles NE of Tanjong Nosong, from which it is separated by Tiga Channel. The island is densely wooded, except for its SE peak. Reefs and shoals, some of which dry, fringe the island and extend 0.5 mile S and SE from it. A light is shown from a 25m high white metal framework tower near the W end of the island. The light was reported extinguished.

A light is shown from an 8m high tripod standing on the edge of the reef 0.5 mile from the SE end of Pulau Tiga.

Regulations.—The Pulau Tiga Marine Park has been established for the protection of the marine environment and resources in the immediate waters surrounding Pulau Tiga. The park extends from Dunlop Shoals to Deluar Shoals 12.5 miles NNE, and includes Pulau Tiga and Tega Shoals.

The following activities are strictly prohibited in park waters:

1. Entering the park without permission from the Director of Sabah Parks.
2. Anchoring.
3. Fishing.
4. Discharging any oil, chemicals, sewage, hazardous substances, or pollutants into the park waters.
5. Damaging or removing from the park anything organic or inorganic, alive or dead.

Tiga Channel (5°41'N., 115°34'E.) is used by most of the shipping which runs up and down this coast.

A shoal, with a depth of 12.3m, was reported to lie about 3.3 miles W of Pulau Tiga.

A shoal, with a depth of 4.9m, lies 1.5 miles W of Pulau Tiga and near the outer end of a spit which extends W from that island.

(BA NM 7/03)

27/03

Page 327—Lines 1 to 9/L; read:

Karei Bay, fouled by reefs, lies in a small bight on the SE side of Pulau Gaya.

Between Tanjong Wokong and the SW extremity of Pulau Gaya, the S side of the island is indented by bights.

Regulations.—The Tunku Abdul Rahman Marine Park has been established for the protection of the marine environment and resources in the waters along the coast of Pulau Gaya. The park extends 3.8 miles SSW from the island to include Pulau Manukan, Pulau Mamutik, and Pulau Sulug.

The following activities are strictly prohibited in park waters:

1. Entering the park without permission from the Director of Sabah Parks.
2. Anchoring.
3. Fishing.
4. Discharging any oil, chemicals, sewage, hazardous substances, or pollutants into the park waters.
5. Damaging or removing from the park anything organic or inorganic, alive or dead.

11.85 Pulau Sinjatan (6°01'N., 116°00'E.), 60m high and densely wooded, lies close off the SW end of Pulau Gaya, to which it is connected by a flat which almost dries. Several shoal patches, with depths of 10m and less, lie within 0.3 mile through W to NW of Pulau Sinjatan.

(BA NM 7/03)

27/03

PUB 172 9 Ed 2001

LAST NM 26/03

Page 224—Lines 40 to 41/R; read:
chart.

Al Rayyan Oil Field (26°39'N., 51°33'E.), about 22 miles WNW of Al Shaheen Oil Field and Terminal, consists of a production platform and a floating storage tanker. Vessels send their ETA 72 hours, 48 hours, and 24 hours in advance. Pilotage is available; pilots board about 2 miles NE of the terminal.

Between Ras Laffan and Ras Rakan, about 24 miles NW, (MENAS Notice 5/03; BA NP 286(3);

BA NP 63, Supp. 8/01)

27/03

PUB 173 7 Ed 2002

LAST NM 26/03

Page 20—Line 24/L; insert after:

A light is situated at the head of the breakwater.

(BA NM 5/03)

27/03

Page 127—Line 5/L; insert after:

Ennore (13°18'N., 80°19'E.) is a port located about 7 miles N of Chennai. The first phase of Ennore, consisting of two coal berths, became operational in 2001. It is planned that the port will handle VLCC's after 2004.

The port has two breakwaters. North Breakwater is 3,080m long. South Breakwater is 1,080m long.

Ennore Home Page

<http://www.ennoreportltd.com>

Ennore is a 24 hour port. Pilotage is compulsory; VHF channels 16 and 74 are monitored by the port.

PUB 173 (Continued)

Vessels should advise their ETA 48 hours, 24 hours, and 3 hours in advance. Any changes of more than 2 hours should be immediately reported.

The ETA message should contain:

1. Vessel's name, call sign, grt, nrt, dwt, loa, and beam.
2. Draft forward and aft.
3. Cargo grade and quantity on board.
4. ETA at Fairway Lighted Buoy
5. Local agent.

The pilot boards in the following positions:

- a. 0.1 mile S of Fairway Lighted Buoy (13°12.9'N., 80°22.4'E.).
- b. 13°14.8'N, 80°23.3'E.
- c. 13°13.0'N, 80°22.0'E.

(BA NM 2/03) 27/03

Page 127—Lines 9 to 12/L; read:
small towns.

(BA NM 2/03) 27/03

Page 127—Lines 5 to 7/R; read:

The coast between Ennur and

(BA NM 2/03) 27/03

Page 192—Line 52/R; insert after:

Yetagun Marine Terminal (13°04'N., 96°51'E.), an oil production platform and an FSO, lies about 80 miles W of Tavoy Island. A submarine pipeline runs NE to the Burmese coast, as seen on the chart. The prohibited zone that surrounds the terminal is 5 miles in diameter. Pilotage is compulsory. They will board about 3 miles from the terminal. Vessels not involved should keep a wide berth

(BA NM 22/03) 27/03

PUB 175 7 Ed 2001 LAST NM 26/03

Page 53—Lines 24 to 32/R; read:

The Sahul Banks and the area in their vicinity has only been partially surveyed and vessels navigating in the neighborhood should proceed with caution. A recommended track (122°-302°) through **North Sahul Passage** (10°10'S., 126°50'E.) is indicated on the charts for passing NE of Sahul Banks.

Bayu-Undan Gas Field (11°04'S., 126°39'E.) consists of a lighted production platform and an FSO, which lies 2 miles WNW, and is marked with a transmitting racon signal. A restricted area, with a radius of 2.5 miles, is centered on the platform.

Elang Terminal (10°52'S., 126°34'E.), consisting of a LANBY, is located within an area of oil wells and submerged pipelines that is best seen on the chart. An anchorage area lies 12.5 miles NE of the LANBY.

(BA NM 6/03) 27/03

Page 98—Lines 45 to 54/L; read:

Regulations.—Vessels proceeding to the terminal should send their ETA 96 hours, 48 hours, 24 hours, and 12 hours in

advance to WAPET, Perth. The 96-hour message should contain the following information:

1. Quantity of ballast water carried.
2. Quality of ballast water carried.
3. Arrival draft.

Berthing is only done on the ebb tide in calm conditions during daylight hours. Tankers with local knowledge may be allowed to berth at night if they carry adequate searchlights.

The FPSO Four Vanguard is moored 30 miles WSW of Barrow Island and enclosed within a cautionary zone 2.5 miles in radius.

(BA NM 1/03) 27/03

Page 144—Lines 1 to 19/R; read:

Depths—Limitations.—The entrance to Albany is through King George Sound, then via the dredged channel that lies between King Point and Possession Point. The channel is dredged to a depth of 12.2m over a width of 145m. The channel and the turning basin, which is also dredged to a depth of 12.2m, are marked by lighted beacons and indicated by a range. A 230m section of the channel NW of Possession Point has been dredged to a depth of 12.5m.

The Princess Royal Land Backed Wharf fronts the shore from a position about 1 mile W of the entrance. It is 608m in length, with a depth alongside Berth No. 1 and Berth No. 2 of 10.4m and 12.2m alongside Berth No. 3. The berths are numbered from the W; petroleum, container, and ro-ro vessels can be accommodated.

Berth No. 6, which handles woodchips, is 216m in length and has a depth of 12.2m alongside.

Vessels up to 67,000 dwt, with a maximum length of 220m, a maximum draft of 11.5m, and a maximum beam of 33m, can be accommodated, subject to the Harbor Master's discretion and dependent on the weather and tidal conditions during daylight hours.

(6(198)03 Wollongong) 27/03

PUB 200 4 Ed 2002 LAST NM 22/03

Page 151—Line 29/L; insert after:

A submerged rock dangerous to navigation lies about 6 miles SW of Horseshoe Island, as best seen on the chart.

(BA NM 8/03) 27/03

COAST PILOT CORRECTIONS

COAST PILOT 1 33 Ed 2003 NEW EDITION
(NOS) 27/03

COAST PILOT 3 35 Ed 2002 Change No. 39
LAST NM 20/03

Page 30—Paragraph 666, line 4 to Paragraph 667, line 2; read:

Directions.

MARINE POLLUTION

Compliance with the Federal Water Pollution Control Act or Clean Water Act

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain

COAST PILOT 3 (Continued)

the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones.—Section 312 of the FWPCA, entitled “Marine Sanitation Devices” (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution.—The FWPCA also prohibits ...

(CL 139/02; 40 CFR 140)

27/03

Page 269—Paragraph 55, line 4 to Paragraph 58; read:

Engineer District Mobile, P.O. Box 2288, Mobile, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

(CE/03)

27/03

COAST PILOT 3 35 Ed 2002 Change No. 40

Page 35—Paragraph CFR Box, (insert after Part 334):

Title 40 (40 CFR): Protection of Environment

Part 140 Marine Sanitation Device Standard

(40 CFR 140)

27/03

Page 112—Paragraph 2729, line 3; read:
Virginia.

TITLE 40—PROTECTION OF ENVIRONMENT

Part 140—Marine Sanitation Device Standard

§140.1 Definitions.

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a)(1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform

COAST PILOT 3 (Continued)

bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are "appropriate standards" for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): A State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): A State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularity the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example,

COAST PILOT 3 (Continued)

identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140)

27/03

COAST PILOT 4 34 Ed 2002 Change No. 28
LAST NM 22/03

Page 274—Paragraph 1, line 1; read:

Charts 11490, 11491, 11492, 11487, 11495, 11498.—St. Johns River, ...

(DOLE/03)

27/03

Page 283—Paragraph 138, line 1; read:

Charts 11492, 11487, 11495, 11498.—St. Johns River south of Jacksonville ...

(DOLE/03)

27/03

Page 287—Paragraph 206, lines 1 to 2; read:

Chart 11498.—The main channel of St. Johns River flows through the northwest portion of **Lake Dexter**, 92 miles south of ...

(DOLE/03)

27/03

COAST PILOT 4 34 Ed 2002 Change No. 29

Page 29—Paragraph 662, line 4 to Paragraph 663, line 2; read:

Directions.

MARINE POLLUTION**Compliance with the Federal Water Pollution Control Act or Clean Water Act**

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones.—Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution.—The FWPCA also prohibits ...

(CL 139/02; 40 CFR 140)

27/03

COAST PILOT 4 34 Ed 2002 Change No. 30

Page 141—Paragraph 3302, line 4; read:
expiration date.

(r) *Moratorium on charter vessel/headboat permits for Gulf coastal migratory pelagic fish and Gulf reef fish.* The provisions of this paragraph (r) are applicable through June 16, 2006. Notwithstanding the other provisions of this paragraph (r), the expiration dates of all charter vessel/headboat permits for Gulf reef fish or Gulf coastal migratory pelagic fish that were not issued under the provision of this paragraph (r) and that were valid or renewable as of December 17, 2002, will be extended through November 13, 2003, provided that a permit has not been issued under this paragraph (r) for the applicable vessel.

(1) *Applicability.* Beginning November 13, 2003, the only valid charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish are those that have been issued under the moratorium criteria in this paragraph (r). No applications for additional charter vessel/headboat permits for these fisheries will be accepted. Existing permits may be renewed, are subject to the trans-

COAST PILOT 4 (Continued)

ferability provisions in paragraph (r)(9) of this section, and are subject to the requirement for timely renewal in paragraph (r)(10) of this section.

(2) *Initial eligibility.* Initial eligibility for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish is limited to the following:

(i) An owner of a vessel that had a valid charter vessel/headboat permit for Gulf reef fish or coastal migratory pelagic fish on March 29, 2001, or held such a permit during the preceding year or whose application for such permit had been received by NMFS, by March 29, 2001, and was being processed or awaiting processing.

(ii) Any person who can provide NMFS with documentation verifying that, prior to March 29, 2001, he/she had a charter vessel or head/boat under construction and that the associated expenditures were at least \$5,000 as of that date. If the vessel owner was constructing the vessel, the vessel owner must provide NMFS with receipts for the required expenditures. If the vessel was being constructed by someone other than the owner, the owner must provide NMFS with a copy of the contract and/or receipts for the required expenditures.

(iii) A historical captain, defined for the purposes of paragraph (r) of this section as a person who provides NMFS with documentation verifying that

(A) Prior to March 29, 2001, he/she was issued either a USCG Operator of Uninspected Passenger Vessel license (commonly referred to as a 6-pack license) or a USCG Masters license; operated, as a captain, a federally permitted charter vessel or headboat in the Gulf reef fish and /or coastal migratory pelagic fisheries; but does not have a fishery permit issued in their name; and

(B) At least 25 percent of his/her earned income was derived from charter vessel or headboat fishing in one of the years, 1997, 1998, 1999, or 2000.

(3) *Special conditions applicable to eligibility based on historical captain status.* A person whose eligibility is based on historical captain status will be issued a letter of eligibility by the RA. The letter of eligibility may be redeemed through the RA for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish, with a historical captain endorsement. The letter of eligibility is valid for the duration of the moratorium; is valid only for a vessel of the same or lesser authorized passenger capability as the vessel used to document earned income in paragraph (r)(2)(iii)(B) of this section; and is valid only for the fisheries certified on the application under paragraph (r)(2)(iii)(A) of this section. A charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish with a historical captain endorsement is valid only on a vessel that the historical captain operates as a captain.

(4) *Determination of eligibility based on permit history.* NMFS' permit records are the sole basis for determining eligibility based on permit or application history. An owner of a currently permitted vessel who believes he/she meets the permit or application history criterion based on ownership of a vessel under a different name, as may

have occurred when ownership has changed from individual to corporate or vice versa, must document his/her continuity of ownership. An owner will not be issued initial charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish under the moratorium in excess of the number of federally permitted charter vessels and/or headboats that he/she owned simultaneously at some time during the period March 29, 2000 through March 29, 2001.

(5) *Application requirements and procedures—(i) General.* An applicant who desires a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish must submit an application for such permit to the RA postmarked or hand-delivered not later than September 15, 2003. Application forms are available from the RA. The information requested on the application form varies according to the eligibility criterion that the application is based upon as indicated in paragraphs (r)(5)(ii), (r)(5)(iii), and (r)(5)(iv) of this section; however, all applicants must provide a copy of the applicable, valid USCG Operator of Uninspected Passenger Vessel license or Masters license and valid USCG Certificate of Inspection. Failure to apply in a timely manner will preclude permit issuance even when the applicant meets the eligibility criteria for such permit.

(ii) *Application based on the prior permit/application history criterion.* On or about June 16, 2003, the RA will mail an application for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish to each owner of a vessel who, according to NMFS' permit records, is eligible based on the permit or application history criterion in paragraph (r)(2)(i) of this section. Information requested on the application is consistent with the standard information required in paragraph (b)(3)(ii) of this section. The RA will also mail each such owner a notice that his/her existing charter vessel/headboat permit(s) for coastal migratory pelagic fish and/or Gulf reef fish will expire November 13, 2003, and that the new permit(s) required under this moratorium will be required as of that date. A vessel owner who believes he/she qualifies for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on permit or application history, but who does not receive an application from the RA, must request an application from the RA and provide documentation of eligibility. The RA will mail applications and notifications to vessel owner addresses as indicated in NMFS' permit records.

(iii) *Application based on a charter vessel/headboat under construction prior to March 29, 2001.* A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on the vessel-under-construction eligibility criterion in paragraph (r)(2)(ii) of this section must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and the documentation of construction and associated costs as specified in paragraph (r)(2)(ii) of this section.

(iv) *Application based on historical captain status.* A

COAST PILOT 4 (Continued)

person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on historical captain status must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and documentation of the criteria specified in paragraphs (r)(2)(iii)(A) and (B) of this section. Such documentation includes income tax records pertinent to verifying earned income; a copy of the applicable USCG license and/or Certificate of Inspection; and a notarized affidavit signed by a vessel owner certifying the period the applicant served as captain of a charter vessel or headboat permitted for Gulf reef fish and/or coastal migratory pelagic fish whether the charter vessel or headboat was permitted for Gulf reef fish or coastal migratory pelagic fish or both, and whether the charter vessel or headboat was uninspected (i.e., 6-pack) or had a USCG Certificate of Inspection.

(v) *Incomplete applications.* If an application that is postmarked or hand-delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(6) *Issuance of initial permits.* If a complete application is submitted in a timely manner and the applicable eligibility requirements specified in paragraph (r)(2) of this section are met, the RA will issue a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish or a letter of eligibility for such fisheries, as appropriate, and mail it to the applicant not later than November 3, 2003.

(7) *Notification of ineligibility.* If the applicant does not meet the applicable eligibility requirements of paragraph (r)(2) of this section, the RA will notify the applicant, in writing, of such determination and the reasons for it not later than October 14, 2003.

(8) *Appeal process.* (i) An applicant may request an appeal of the RA's determination regarding initial permit eligibility, as specified in paragraph (r)(2) of this section, by submitting a written request for reconsideration to the RA with copies of the appropriate records for establishing eligibility. Such request must be postmarked or hand-delivered within 45 days after the date of the RA's notification of ineligibility and may include a request for an oral hearing. If an oral hearing is granted, the RA will notify the applicant of the place and date of the hearing and will provide the applicant a maximum of 45 days prior to the hearing to provide information in support of the appeal.

(ii) A request for an appeal constitutes the appellant's authorization under section 402(b)(1)(F) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1801 et. Seq.) for the RA to make available to the appellate officer(s) such confidential records as are pertinent to the appeal.

(iii) The RA may independently review the appeal or may appoint one or more appellate officers to review the appeal and make independent recommendations to the RA. The RA will make the final determination regarding

granting or denying the appeal.

(iv) The RA and appellate officer(s) are empowered only to deliberate whether the eligibility criteria in paragraph (r)(2) of this section were applied correctly. Hardship or other factors will not be considered in determining eligibility.

(v) The RA will notify the applicant of the decision regarding the appeal within 45 days after receipt of the request for appeal or within 45 days after the conclusion of the oral hearing, if applicable. The RA's decision will constitute the final administrative action by NMFS.

(FR 5/15/03)

27/03

COAST PILOT 5

30 Ed 2003

**Change No. 20
LAST NM 20/03**

Page 66—Paragraph 775; read:

(4) *Boothville Anchorage.* An area 5.5 miles in length along the right descending bank of the river extending from mile 13.0 to mile 18.5 above Head of Passes. The width of the anchorage is 750 feet. The inner boundary of the anchorage is a line parallel to the nearest bank 250 feet from the water's edge into the river as measured from the Low Water Reference Plane (LWRP). The outer boundary of the anchorage is a line parallel to the nearest bank 1,000 feet from the water's edge into the river as measured from the LWRP.

(CL 634/03; FR 3/20/03)

27/03

Page 240—Paragraph 270, lines 5 to 8; read:

Intracoastal Waterway. In January 2003, the controlling depth in the entrance channel was 10.0 feet to the bridge over the pass, thence 6.8 feet (7.4 feet at midchannel) to Daybeacon 8, thence 5.0 feet (5.4 feet at midchannel) to the intersection with the Intracoastal Waterway.

(CL 468/03; BPs 180017-23)

27/03

Page 262—Paragraph 287, lines 10 to 12; read:

Escambia River. In December 2002, the controlling depth was 7.0 feet (10.0 feet at midchannel) to the mouth of Escambia River, thence 3.6 feet to the ...

(CL 746/03)

27/03

Page 279—Paragraph 257, lines 7 to 8; read:

Popps Ferry Road highway bridge; thence in January 2003, 8.0 feet (11.0 feet at midchannel) to the seaway. The channel is ...

(CL 554/03)

27/03

Page 279—Paragraph 269, lines 9 to 11; read:

Rivers Road. In January 2003, the controlling depth was 9.8 feet (12.0 feet at midchannel) to Light 5, thence 4.4 feet (12.0 feet at midchannel) to Light 11, thence 2.1 feet (6.4 feet at ...

(CL 555/03)

27/03

Page 301—Paragraph 179, line 2; read:

from 88 to 240 miles AHP is a regulated navigation area. (See ...

(33 CFR 165.803)

27/03

COAST PILOT 5 (Continued)

Page 311—Paragraph 383; strike out.

(33 CFR 165)

27/03

Page 415—Paragraph 261, line 2; read:

gasoline, diesel fuel, electricity, marine supplies, water, ice, a 70-foot marine railway, and a 70-ton lift for hull, engine ...

(CL 574/03)

27/03

Page 453—Paragraph 53, line 4 to Paragraph 56; read:

Engineer District Mobile, P.O. Box 2288, Mobile, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone 309-794-5338.

(CE/03)

27/03

COAST PILOT 5 30 Ed 2003 Change No. 21

Page 221—Paragraph 331, line 7; read:

Venice Inlet Light 1 (27°06'46"N., 82°28'12"W.), 20 feet above ...

(14/03 CG7; LL/03)

27/03

Page 233—Paragraph 124, lines 3 to 5; read:

thence S to a powerplant wharf at **Big Bend**. In 1996, the controlling depth was 33 feet in the channel; thence in 1992, depths of 13 to 38 feet in the ...

(NOS 11416)

27/03

COAST PILOT 5 30 Ed 2003 Change No. 22

Page 30—Paragraph 674 to Paragraph 675, line 2; read:

In Prince William Sound, Alaska.

MARINE POLLUTION**Compliance with the Federal Water Pollution Control Act or Clean Water Act**

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones.—Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Dis-

charge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution.—The FWPCA also prohibits ...

(CL 139/02; 40 CFR 140)

27/03

COAST PILOT 5 30 Ed 2003 Change No. 23

Page 69—Paragraph 843, line 2 to Paragraph 851; read: beginning.

(3) *Anchorage area (C)*. The water bounded by a line connecting the following points:

Latitude	Longitude
29°20'39.0"N	94°46'07.5"W
29°21'06.1"N	94°47'00.2"W
29°21'24.0"N	94°46'34.0"W
29°21'14.5"N	94°45'49.0"W

and thence to the point of beginning.

(b) *The regulations.* (1) The anchorage area is for the temporary use of vessels of all types, but especially for vessels awaiting weather and other conditions favorable to the resumption of their voyages.

(2) Except when stress of weather makes sailing impractical or hazardous, vessels shall not anchor in anchorage areas (A) or (C) for more than 48 hours unless expressly authorized by the Captain of the Port Houston-Galveston. Permission to anchor for longer periods may be obtained through Coast Guard Vessel Traffic Service Houston/Galveston on VHF-FM channels 12 (156.60 MHz) or 13 (156.65 MHz).

(3) No vessel with a draft of less than 22 feet may occupy anchorage (A) without prior approval of the Captain of the Port.

(4) No vessel with a draft of less than 16 feet may anchor in anchorage (C) without prior approval of the Captain of the Port Houston-Galveston.

(5) Vessels shall not anchor so as to obstruct the passage of other vessels proceeding to or from other anchorage spaces.

(6) Anchors shall not be placed in the channel and no portion of the hull or rigging of any anchored vessel shall extend outside the limits of the anchorage area.

(7) Vessels using spuds for anchors shall anchor as

COAST PILOT 5 (Continued)

close to shore as practicable having due regard for the provisions in paragraph (b)(5) of this section.

(8) Fixed moorings, piles or stakes, and floats or buoys for marking anchorages or mooring in place, are prohibited.

(9) Whenever the maritime or commercial interests of the United States so require, the Captain of the Port, or his authorized representative, may direct the movement of any vessel anchored or moored within the anchorage areas.

(FR 5/13/03)

27/03

Page 120—Paragraph 2659; read:

§165.814 Security Zones; Captain of the Port Houston-Galveston Zone.

(a) *Location.* The following areas are designated as security zones:

(1) Houston, Texas. The Houston Ship Channel and all associated turning basins, bounded by a line drawn between Houston Ship Channel Light 132 (LLNR-24445) and Houston Ship Channel Light 133 (LLNR-24450) west to the T & N Rail Road Swing Bridge at the entrance to Buffalo Bayou, including all waters adjacent to the ship channel from shoreline to shoreline and the first 200 yards of connecting waterways.

(2) Morgan's Point, Texas. The Barbours Cut Ship Channel and Turning Basin containing all waters west of a line drawn between Junction Light "Barbours Cut" 29 41'12"N., 94 59'12"W. (LLNR-23525), and Houston Ship Channel Light 91, 29 41'00"N., 94 59'00"W. (LLNR-23375) (NAD 1983).

(3) Bayport, TX. The Port of Bayport, Bayport Ship Channel and Bayport Turning Basin containing all waters south of latitude 28 36'45"N. and west of Bayport Ship Channel Light 9 (LLNR-23295) (NAD 1983).

(4) Texas City, Texas. The Port of Texas City Channel, Turning Basin and Industrial Canal containing all waters bounded by the area south and west of a line drawn from Texas City Channel Light 19 (LLNR 24810) through Cut B Inner Range Front Light (LLNR 24765) and terminating on land in position 29 23'16"N., 94 53'15"W. (NAD 1983).

(5) Freeport, Texas. (i) The Dow Barge Canal containing all waters bounded by its junction with the Intracoastal Waterway, by a line drawn between the eastern point at latitude 28 56'48"N., 95 18'20"W., and the western point at 28 56'40"N., 95 18'33"W. (NAD 1983).

(ii) The Brazos Harbor containing all waters west of a line drawn between the northern point at 28 56'27"N., 95 20'00"W., and the southern point 28 56'09"N., 95 20'00"W. (NAD 1983) at its junction with the Old Brazos River Cut.

(b) *Effective dates.* This section is effective on April 14, 2003.

(c) *Regulations.* (1) Entry of into these zones is prohibited except for the following:

(i) Commercial vessels operating at waterfront facilities within these zones;

(ii) Commercial vessels transiting directly to or from waterfront facilities within these zones;

(iii) Vessels providing direct operational/logistic support to commercial vessels within these zones;

(iv) Vessels operated by the appropriate port authority or by facilities located within these zones; and

(v) Vessels operated by federal, state, county, or municipal agencies.

(2) Other persons or vessels requiring entry into a zone described in this section must request express permission to enter from the Captain of the Port Houston-Galveston, or designated representative.

(3) To request permission as required by these regulations contact "Houston Traffic" via VHF Channels 11/12 or by phone at (713) 671-5103.

(4) All persons and vessels shall comply with the instructions of the Captain of the Port Houston-Galveston and designated on-scene U.S. Coast Guard patrol personnel. On-scene U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard.

Subpart G-Protection of Naval Vessels

§165.2010 Purpose.

(FR 5/5/03)

27/03

COAST PILOT 6

33 Ed 2003

Change No. 1

LAST NM 23/03

Page 528—Paragraph 32, line 5 to Paragraph 35; read:

2888, Mobile, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone 309-794-5338.

(CE/03)

27/03

COAST PILOT 6

33 Ed 2003

Change No. 2

Page 5—Paragraph 52, line 8; read:

seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lights.htm. Mariners should refer to these publications for ...

(08/03 CG7)

27/03

COAST PILOT 6 (Continued)

Page 75—Paragraph 692, line 6 to Page 80—Paragraph 859; read:
penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos**§160.201 General.**

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

- (a) Applicability and exemptions from requirements in this subpart;
- (b) Required information in an NOA;
- (c) Required changes to an NOA;
- (d) Methods and times for submission of an NOA and changes to an NOA;
- (e) How to obtain a waiver; and
- (f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

- (a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.
- (b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*
- (c) Unless otherwise specified in this subpart, the owner, agent, master, operator, or person in charge of a vessel regulated by this subpart is responsible for compliance with the requirements in this subpart.
- (d) Towing vessels controlling a barge or barges required to submit an NOA under this subpart must submit only one NOA containing the information required for the towing vessel and each barge under its control.

§160.203 Exemptions.

- (a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:
 - (1) Passenger and supply vessels when they are employed in the exploration for or in the removal of oil, gas, or mineral resources on the continental shelf.
 - (2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.
 - (3) Vessels operating upon the following waters:
 - (i) Mississippi River between its sources and mile 235, Above Head of Passes;
 - (ii) Tributaries emptying into the Mississippi River above mile 235;
 - (iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and
 - (iv) The Tennessee River from its confluence with the Ohio River to mile zero on the Mobile River and all other tributaries between those two points.
 - (b) If not carrying certain dangerous cargo or controlling another vessel carrying certain dangerous cargo, the following vessels are exempt from NOA requirements in this subpart:
 - (1) Vessels 300 gross tons or less, except for vessels

entering any port or place in the Seventh Coast Guard District as described in 33 CFR 3.35–1(b).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(d) Vessels operating solely between ports or places in the continental United States need not submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

Agent means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

Barge means a non-self propelled vessel engaged in commerce.

Carried in bulk means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

Certain dangerous cargo (CDC) includes any of the following:

- (1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.
- (2) Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.
- (3) Division 2.3 “poisonous gas”, as listed in 49 CFR 172.101 that is also a “material poisonous by inhalation” as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.
- (4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.
- (5) A liquid material that has a primary or subsidiary classification of Division 6.1 “poisonous material” as listed 49 CFR 172.101 that is also a “material poisonous by inhalation,” as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.
- (6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.
- (7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

COAST PILOT 6 (Continued)

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

Charterer means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers.”

Crewmember means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

Great Lakes means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

Gross tons means the tonnage determined by the tonnage authorities of a vessel’s flag state in accordance with the national tonnage rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969 (“Convention”). For a vessel measured only under Annex I of the Convention, gross tons means that tonnage. For a vessel measured under both systems, the higher gross tonnage is the tonnage used for the purposes of the 300-gross-ton threshold.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or

shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to, an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

Public vessel means a vessel that is owned or demise- (bareboat) chartered by the government of the United States, by a State or local government, or by the government of a foreign country and that is not engaged in commercial service.

Time charterer means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

Voyage charterer means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

§160.206 Information required in an NOA.

(a) Each NOA must contain all of the information items specified in Table 160.206. TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels carrying CDC	
			Towing vessels controlling vessels carrying CDC
(1) Vessel Information:			
(i) Name;	X	X	X
(ii) Name of the registered owner;	X	X	X
(iii) Country of registry;	X	X	X
(iv) Call sign;	X	X	X
(v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number;	X	X	X
(vi) Name of the operator;	X	X	X
(vii) Name of the charterer; and	X	X	X
(viii) Name of classification society	X	X	X
(2) Voyage Information:			
(i) Names of last five ports or places visited;	X	X	X
(ii) Dates of arrival and departure for last five ports or places visited;	X	X	X

COAST PILOT 6 (Continued)

(iii) For each port or place in the United States to be visited, list the names of the receiving facility, the port or place, the city, and the state;	x	x	x
(iv) For each port or place in the United States to be visited, the estimated date and time of arrival;	x	x	x
(v) For each port or place in the United States to be visited, the estimated date and time of departure;	x	x	x
(vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting; and	x	x	x
(vii) The name and telephone number of a 24-hour point of contact	x	x	x
<i>(3) Cargo Information:</i>			
(i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc);	x	x	x
(ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and		x	x
(iii) Amount of each certain dangerous cargo carried		x	x
<i>(4) Information for each Crewmember Onboard:</i>			
(i) Full name;	x	x	x
(ii) Date of birth;	x	x	x
(iii) Nationality;	x	x	x
(iv) Passport or mariners document number (type of identification and number);	x	x	x
(v) Position or duties on the vessel; and	x	x	x
(vi) Where the crewmember embarked (list port or place and country)	x	x	x
<i>(5) Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	x	x	x
(ii) Date of birth;	x	x	x
(iii) Nationality;	x	x	x
(iv) Passport number; and	x	x	x
(v) Where the person embarked (list port or place and country)			
<i>(6) Operational condition of equipment required by §164.35 of this chapter</i>	x	x	x
<i>(7) International Safety Management (ISM) Code Notice:</i>			
(i) The date of issuance for the company's Document of Compliance certificate that covers the vessel;	x	x	x
(ii) The date of issuance for the vessel's Safety Management Certificate; and	x	x	x
(iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates	x	x	x
<i>(8) Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7</i>	x	x	x

(b) Vessels operating solely between ports or places in the continental United States need submit only the name of and date of arrival and departure for the last port or places visited to meet the requirements in entries (2)(i) and (ii) to Table 160.206 of this section.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(d) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage

may submit one consolidated Notification of Arrival at least 96 hours before entering the first port or place of destination. The consolidated notice must include the name of the port or place and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of §160.208 of this part concerning requirements for charges to an NOA.

COAST PILOT 6 (Continued)**§160.208 Changes to a submitted NOA.**

(a) Unless otherwise specified in this section, when submitted NOA information changes, vessels must submit a notice of change within the times required in §160.212.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(c) When reporting changes, submit only the name of the vessel, original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position of the vessel at the time of reporting. Only changes to NOA information need to be submitted.

§160.210 Methods for submitting an NOA.

(a) *Submission to the National Vessel Movement Center (NVMC).* Except as provided in paragraphs (b) and (c) of this section, all vessels required to submit NOA information in §160.206 (entries 1-7 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV, 25430, shall do so by:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a): Information about the National Vessel Movement Center is available on its Web site at <http://www.nvmc.uscg.gov/>. You may submit the notice using any electronic format available on the NVMC website.

(b) *Saint Lawrence Seaway transits.* Those vessels transiting the Saint Lawrence Seaway inbound, bound for a port or place in the United States, may meet the submission requirements of paragraph (a) of this section by submitting the required information to the Saint Lawrence Seaway Development Corporation and the Saint Lawrence Seaway Management Corporation of Canada by fax at 315-764-3235 or at 315-764-3200. The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(c) *Seventh Coast Guard District.* Those vessels 300 or less gross tons operating in the Seventh Coast Guard District must submit an NOA to the cognizant Captain of the Port (COTP). The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(1) Beginning July 1, 2003, the Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS Sea AMS by one of the following methods:

(i) By direct connection with USCS or by purchasing the proper software; or

(ii) Using a service provider or a Port Authority.

(2) To become a participant in Sea AMS, submitters

must provide a letter of intent to USCS prior to first submission.

§160.212 When to submit an NOA.

(a) *Submission of NOA.* (1) Except as set out in paragraph (a)(2) of this section, all vessels must submit NOAs within the times required in paragraph (a)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit an NOA before departure but at least 12 hours before entering the port or place of destination.

(3) Times for submitting NOAs areas follows:

If your voyage time is—	You must submit an NOA—
(i) 96 hours or more; or	Before departure but at least 96 hours before entering the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before entering the port or place of destination.

(b) *Submission of changes to NOA.* (1) Except as set out in paragraph (b)(2) of this section, vessels must submit changes in NOA information within the times required in paragraph (b)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

(3) Times for submitting changes to NOAs are as follows:

If your remaining voyage time is—	Then you must submit changes to an NOA—
(i) 96 hours or more;	As soon as practicable but at least 24 hours before entering the port or place of destination;
(ii) Less than 96 hours but not less than 24 hours; or	As soon as practicable but at least 24 hours before entering the port or place of destination;
(iii) Less than 24 hours	As soon as practicable but at least 12 hours before entering the port or place of destination.

(c) *Submission of the Cargo Declaration (Customs Forms 1302).* (1) Except as set out in paragraph (c)(2) of this section, all vessels must submit to USCS the Cargo Declaration (Customs Form 1302) in entry (8) to Table 160.206, within the times required in paragraph (a)(3) of this section.

(2)(i) Except for vessels carrying containerized cargo or break bulk cargo, vessels carrying bulk cargo may submit the Cargo Declaration (Customs Form 1302). Entry (8) to

COAST PILOT 6 (Continued)

Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

(ii) Vessels carrying break bulk cargo operating under a USCS exemption granted under 19 CFR 4.7(b)(4)(ii) may, during the effective period of the USCS exemption submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

§160.214 Waivers.

The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

§160.215 Notice of hazardous conditions.

Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office. (Compliance with this section does not relieve responsibility for the written report required by 46 CFR 4.05–10.)

(FR 2/28/03)

27/03

Page 254—Paragraph 535, lines 8 to 14; read:
entrance channel. In September 2002, the entrance channel was shoal to bare. An overhead power cable with ...

(CL 207/02; BP 179440)

27/03

COAST PILOT 6 33 Ed 2003 Change No. 3

Page 31—Paragraph 446, line 2 to Paragraph 448; read:
charts.

(NOS/03)

27/03

Page 527—Paragraph 24; read:

Distances between United States Ports (available on the internet only at <http://chartmarker.ncd.noaa.gov/nsd/ports.html>.)

(01/03 CG7)

27/03

COAST PILOT 6 33 Ed 2003 Change No. 4

Page 194—Paragraph 184, lines 9 to 14; read:
breakwater and the jetties. In August 2002, the controlling depths were 4.1 feet in the E approach channel and 4.5 feet in the W approach channel, thence 5.2 feet between the jetties to the harbor basin, thence 6.6 to 8.0 feet in the basin.

(BP 179441; CL 2073/02)

27/03

Page 314—Paragraph 114, line 1; read:

Channels

A dredged entrance channel ...

(38/02 CG9; LL/02; LL/03)

27/03

Page 346—Paragraph 59, lines 6 to 10; read:

large riprap stones along the sides, and end. In 2002, reported depths in the harbor were 9 feet along the outer ends of the municipal piers, thence 7.5 feet in the NE basin and 6.4 feet in the SW basin.

(BP 180549; CL 815/03)

27/03

Page 504—Paragraph 324; strike out.

(CL 2176/02)

27/03

COAST PILOT 6 33 Ed 2003 Change No. 5

Page 35—Paragraph 522, line 4 to Paragraph 523, line 1; read:

Signals for Surveying Vessels, this chapter.)

NAVIGATION RESTRICTIONS AND REQUIREMENTS**MARINE POLLUTION****Compliance with the Federal Water Pollution Control Act or Clean Water Act**

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones

Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution

The FWPCA also ...

(CL 139/02; 40 CFR 140)

27/03

**COAST PILOT 7 34 Ed 2002 Change No. 17
LAST NM 22/03**

Page 201—Paragraph 512, lines 2 to 4; read:
turns N into the entrance basin; an inner basin is just N of the entrance basin. In December 2002, the controlling depth was 19 feet at midchannel; thence in 1996-December 2002, the entrance basin had depths of 14 to 18 feet; thence in 1996, the controlling depth was 9 feet in the inner basin.
(BP 180025; DD1) 27/03

Page 219—Paragraph 154, line 8; read:
Monterey.

Pilotage, Monterey Bay.—Pilotage in and out of Monterey Bay is compulsory for all vessels of foreign registry and U.S. vessels under enrollment not having a federal licensed pilot on board. The San Francisco Bar Pilots provide pilotage to harbors in Monterey Bay (see Pilotage, San Francisco, chapter 7 for contact information.) The pilot boarding area is within a 1-mile radius centered around a point located at 36°40'00"N., 121°58'00"W., about 2.5 miles NW of Point Pinos Light.
(CL 2301/02; CL 577/03) 27/03

Page 283—Paragraph 6, lines 15 to 19; read:
a fog signal is on the inner end of the E jetty. In November 2002, the controlling depths were 11 feet for a mid-width of 100 feet in the entrance channel to the turning basin, thence 8 to 13 feet in the basin, thence 8 feet in the entrance to the lower small-craft basin; thence in June 2002, 7 to 9 feet in the barge slip. An overhead power cable ...
(BP 179646) 27/03

Page 286—Paragraph 60, lines 1 to 2; read:
In February 2003, depths along the E side of the wharf were 2 to 4 feet. Gasoline, ...
(BP 180175) 27/03

Page 297—Paragraph 231, lines 3 to 4; read:
March 2003, 6 to 8 feet in the basin with lesser depths along the edges. In 1994, shoaling to 4 feet was reported ...
(BP 180258) 27/03

Page 307—Paragraph 112, lines 1 to 4; read:
In June 2002, the controlling depths were 13 feet (16 feet at midchannel) in the entrance channel to the basin, thence depths of 4 to 8 feet in the N half and 8 to 15 feet in the S half of the basin, and thence 6 feet at midchannel to the head of the project at the railroad ...
(BP 178294; NOS 18521) 27/03

Page 359—Paragraph 397, lines 4 to 6; read:
by lights. In April 2001, the centerline controlling depth was 11.4 feet in the entrance channel, thence depths of 8 to 11 feet in the basin with lesser depths along the E edge and in the vicinity of the breakwaters.
(BP 178461; NOS 18423) 27/03

Page 359—Paragraph 398, lines 2 to 4; read:
about 0.7 mile SW from the entrance of Cape Sante Waterway to the waterfront area of Anacortes Industrial Park. In April 2001, the controlling depth was 15.6 feet in the channel except for shoaling to 14.8 feet in the W side of the channel along the waterfront. A marina is at the N end of the ...
(BPs 178462-63) 27/03

COAST PILOT 7 34 Ed 2002 Change No. 18

Page 240—Paragraph 351, lines 2 to 3; read:
boat harbor with 360 slips. In 2001, the reported depth alongside the slips was 9 feet. L-shaped breakwaters protect basins on either ...
(CL 1567/01) 27/03

Page 240—Paragraph 358, line 6; read:
depth of 10 feet in 2002. The front range light is usually difficult to ...
(CL 230/03) 27/03

Page 245—Paragraph 384, lines 4 to 6; read:
entrance to the harbor. In February 2001, a reported depth of 7 feet was in the approach to the harbor; a depth of 8 feet was reported alongside the berths. (See the small-craft facilities ...
(CL 1567/01) 27/03

Page 255—Paragraph 492, lines 7 to 9; read:
in February 2002, 3.2 feet at midchannel to Haystack Landing in about 38°13'17"N., 122°36'17"W.; thence in February 2003, 5.4 feet to McNear Canal, thence 4.3 feet in the N half to the turning basin at Petaluma, thence depths ...
(BPs 177123-26; BPs 180243-47) 27/03

Page 269—Paragraph 12, lines 6 to 12; read:
July 2002, the controlling depths were 11.1 feet to the lower turning basin, thence depths in the basin were 12 feet in the W half and 12 to 4.2 feet in the E half, thence 8.0 feet (8.7 feet at midchannel) to the second turning basin at the N end of the harbor with 9.1 to 12 feet in the basin (except for shoaling to 1.1 feet along the N edge in about (38°19'58"N., 123°03'02"W.), thence 10.4 feet (11.4 feet at midchannel) along the NE side of the town to the upper turning basin at the extreme inner end of the channel with 7 to 11 feet in the basin (except for shoaling to 2.4 feet along the NE and SE edges.) The ...
(BPs 178732-35; NOS 18643) 27/03

Page 307—Paragraph 115, lines 3 to 4; read:
Washington side. In June 2002, the controlling depth was 6 feet in the left half of the channel to the basin; thence ...
(BP 178013) 27/03

COAST PILOT 7 34 Ed 2002 Change No. 19

Page 177—Paragraph 146; read:

54°20'N., 164°45'W.

Offshore Vessel Traffic Management Recommendations.—Based on the **West Coast Offshore Vessel Traffic Risk Management Project**, which was co-sponsored by the **Pacific States/British Columbia Oil Spill Task Force** and **U.S. Coast Guard Pacific Area**, it is recommended that, where no other traffic management areas exist such as Traffic Separation Schemes, Vessel Traffic Services, or recommended routes, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. It is also recommended that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area. This recommendation is intended to reduce the potential for vessel groundings and resulting oil spills in the event of a vessel casualty.

(CL 283/03) 27/03

Page 358—Paragraph 386, lines 13 to 16; read:

Padilla Bay. In May 2002, the midchannel controlling depth was 7.3 feet from Skagit Bay to Padilla Bay.

(BPs 179251-62) 27/03

Page 368—Paragraph 48, lines 4 to 8; read:

S jetty. About 100 small-craft berths, electricity, water, pump-out station, launching ramp, and a 25-ton lift are available. Hull and engine repairs for small craft can be made. Reported depths of 9 feet were available in the approach to the harbor, with 12 feet alongside the ...

(CL 1465/02) 27/03

COAST PILOT 7 34 Ed 2002 Change No. 20

Page 219—Paragraph 150, lines 11 to 12; read:

Landing. Shelter from NW winds is afforded at Santa Cruz Anchorage and Soquel Cove, off the N shore of the bay, and from SW ...

(CL 751/03) 27/03

Page 219—Paragraph 151, line 4; read:

in the S and Santa Cruz Anchorage in the N, fog reduces visibility to ...

(CL 751/03) 27/03

Page 222—Paragraph 189, line 2; read:

Santa Cruz Anchorage. Fair shelter is afforded in NW weather, but ...

(CL 751/03) 27/03

Page 222—Paragraph 195, line 1; read:

Santa Cruz Anchorage, on the NW shore of Monterey Bay ...

(CL 751/03) 27/03

Page 222—Paragraph 198, line 2; read:

for Santa Cruz Anchorage (Santa Cruz Harbor) are described in **80.1138**, chapter 2.

(CL 751/03; 33 CFR 80.1138) 27/03

Page 222—Paragraph 201, line 2; read:

the pier in 5 fathoms, sand bottom. Santa Cruz Anchorage provides ...

(CL 751/03) 27/03

Page 308—Paragraph 124, lines 5 to 7; read:

the N by the main channel buoys.

(LL/03; NOS 18521) 27/03

Page 475—Paragraphs 239 to 244; strike out.

(CL 609/03) 27/03

Page 477—Paragraphs 403 to 405; read:

NOJ, Kodiak, AK, U.S. Coast Guard, and

KLB, Seattle, WA, Mobile Marine Radio, Inc.

(CL 609/03; PUB 117A/03) 27/03

**COAST PILOT 8 24 Ed 2002 Change No. 18
LAST NM 18/03**

Page 86—Paragraph 82, line 8; read:

entrance channels.

Offshore Vessel Traffic Management Recommendations.—Based on the **West Coast Offshore Vessel Traffic Risk Management Project**, which was co-sponsored by the **Pacific States/British Columbia Oil Spill Task Force** and **U.S. Guard Pacific Area**, it is recommended that, where no other traffic management areas exist such as Traffic Separation Schemes, Vessel Traffic Services, or recommended routes, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. It is also recommended that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area. This recommendation is intended to reduce the potential for vessel groundings and resulting oil spills in the event of a vessel casualty.

(CL 283/03) 27/03

Page 90—Paragraph 6, line 2; read:

depth of 25 fathoms (45.7 m) in 53°19'N., 135°40'W.

(H 10996; BP 179342) 27/03

COAST PILOT 8 (Continued)

Page 128—Paragraph 360, line 1; read:

Mariposa Rock, with 1.6-fathoms (3 m) over it and ...
(H 10959; BPs 176632-34)) 27/03

Page 136—Paragraph 515; read:

Dangers.—The approach to Wrangell Harbor is clear of dangers. A shoal of 2.6 fathoms (4.7 m) is about 55 yards (50.3 m) N of the breakwater. One submerged dolphin is along the eastern side of the entrance channel, approximately 200 yards (182.9 m) ENE of the breakwater. A small pier with one exposed dolphin just off the N end is along the W side of the entrance channel. Submerged piles are about 114 yards (104.2 m) off the SE end of the outer mooring basin, about 33 yards (30.2 m) NW of a floating dock.
(CL 480/02) 27/03

Page 182—Paragraph 79, line 5; read:

from a spindle with a red and white diamond-shaped ...
(29/97 CG17; LL/02) 27/03

Page 241—Paragraph 11, lines 1 to 2; read:

A channel is between these two rocks, and between Sea Rock and the cape, but shoaling exists in both passages and neither is recommended. Strong tide ...
(CL 912/03) 27/03